

AMENDED IN ASSEMBLY AUGUST 17, 2015

AMENDED IN ASSEMBLY JULY 16, 2015

AMENDED IN ASSEMBLY JULY 7, 2015

AMENDED IN ASSEMBLY JULY 2, 2015

AMENDED IN ASSEMBLY JUNE 23, 2015

AMENDED IN SENATE JUNE 2, 2015

AMENDED IN SENATE MAY 5, 2015

AMENDED IN SENATE APRIL 15, 2015

AMENDED IN SENATE MARCH 24, 2015

## **SENATE BILL**

**No. 9**

---

---

**Introduced by Senator Beall  
(Coauthor: Senator Allen)**

December 1, 2014

---

---

An act to amend Sections 75220, 75221, and 75222 of, and to add Sections 75223, 75224, and 75225 to, the Public Resources Code, relating to transportation, and making an appropriation therefor.

### LEGISLATIVE COUNSEL'S DIGEST

SB 9, as amended, Beall. Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.

Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from ~~the auction or sale of allowances as part of~~ a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.

Existing law establishes the Transit and Intercity Rail Capital Program, which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation, to fund capital improvements and operational investments to modernize California's rail systems to achieve certain policy objectives, including reducing greenhouse gas emissions, expanding and improving rail services to increase ridership, and improving rail safety. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to prepare a list of projects recommended for funding, with grants to be awarded by the California Transportation Commission.

This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation. The bill would modify the information required to be included in applications for grants under the program and would authorize an eligible applicant to submit *an application to fund a project over multiple fiscal years and to submit multiple applications*. The bill would require the Transportation Agency, in selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, would add additional factors to be considered in evaluating applications for funding, and would expand certain factors considered to include bus and ferry transit service. The bill would require the Transportation Agency to approve, by July 1, ~~2016~~ 2018, a 5-year program of projects, and would require the California Transportation Commission to allocate funding to eligible applicants pursuant to the program of projects, with subsequent programs of projects to be approved not later than April 1 of each even-numbered year thereafter. The bill would ~~authorize~~ *require* the Transportation Agency, in cooperation with the California Transportation ~~Commission~~ *Commission* and at the request of an eligible applicant, to ~~make enter into and execute~~ a multiyear funding commitment for a project to be funded over more than one fiscal year, *as specified*, and would authorize the California Transportation Commission to approve a letter of no prejudice that would allow an applicant to expend its own moneys on

a project in the approved program of projects, subject to future reimbursement from program moneys for eligible expenditures.

Vote: majority. Appropriation: yes. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 75220 of the Public Resources Code is  
2 amended to read:

3 75220. (a) The Transit and Intercity Rail Capital Program is  
4 hereby created to fund transformative capital improvements, as  
5 defined in subdivision (d), that will modernize California's  
6 intercity, commuter, and urban rail systems and bus and ferry  
7 transit systems to achieve all of the following policy objectives:

- 8 (1) Reduce emissions of greenhouse gases.  
9 (2) Expand and improve transit service to increase ridership.  
10 (3) Integrate the rail service of the state's various rail operators,  
11 including integration with the high-speed rail system.  
12 (4) Improve transit safety.

13 (b) The Transportation Agency shall evaluate applications  
14 consistent with the criteria set forth in this ~~chapter~~ *part* and approve  
15 a multiyear program of projects for funding pursuant to Section  
16 75224, which may be revised at any time.

17 (c) The California Transportation Commission shall allocate  
18 funding to applicants pursuant to the program of projects approved  
19 by the Transportation Agency.

20 (d) "Transformative capital improvement" means a rail, bus, or  
21 ferry transit project that will significantly reduce vehicle miles  
22 traveled, congestion, and greenhouse gas emissions by creating a  
23 new transit system ~~or, increasing the capacity of an existing transit~~  
24 ~~system in order to accommodate ridership growth.~~ *system, or*  
25 *otherwise significantly increasing the ridership of a transit system.*

26 SEC. 2. Section 75221 of the Public Resources Code is  
27 amended to read:

28 75221. (a) Projects eligible for funding under the program  
29 include, but are not limited to, all of the following:

- 30 (1) Rail capital projects, including acquisition of rail cars and  
31 locomotives, that expand, enhance, and improve existing rail  
32 systems and connectivity to existing and future transit systems,  
33 including the high-speed rail system.

1 (2) Intercity and commuter rail projects that increase service  
2 levels, improve reliability,~~and or decrease travel times: times,~~  
3 *including infrastructure access payments to host railroads in lieu*  
4 *of capital investments.*

5 (3) Rail integration implementation, including integrated  
6 ticketing and scheduling systems, shared-use corridors, related  
7 planning efforts, and other service integration initiatives.

8 (4) Bus rapid transit and other bus and ferry transit investments  
9 to increase ridership and reduce greenhouse gas emissions.

10 (5) *Transit effectiveness studies that will result in implemented*  
11 *service improvements that increase ridership.*

12 (b) In order to be eligible for funding under the program, a  
13 project shall demonstrate that it will achieve a reduction in  
14 emissions of greenhouse gases. In selecting projects for funding,  
15 the Transportation Agency shall consider the extent to which a  
16 project reduces emissions of greenhouse gases.

17 (c) The program shall have a programmatic goal of providing  
18 at least 25 percent of available funding to projects benefiting  
19 disadvantaged communities, consistent with the objectives of  
20 Chapter 830 of the Statutes of 2012.

21 (d) In evaluating grant applications for funding, the  
22 Transportation Agency shall consider all of the following:

23 (1) The cobenefits of projects that support the implementation  
24 of sustainable communities strategies through one or more of the  
25 following:

26 (A) Reducing vehicles miles traveled from automobiles and the  
27 number of automobile trips through growth in transit ridership.

28 (B) Promoting housing development in the vicinity of rail  
29 stations.

30 (C) Expanding existing rail and public transit systems.

31 (D) Enhancing the connectivity, integration, and coordination  
32 of the state's various transit systems, including, but not limited to,  
33 regional and local transit systems and the high-speed rail system.

34 (E) Implementing clean vehicle technology.

35 (F) Promoting active transportation.

36 (G) Improving public health.

37 (2) The project priorities developed through the collaboration  
38 of two or more rail operators and any memoranda of understanding  
39 between state agencies and local or regional rail operators.

40 (3) Geographic equity.

1 (4) Consistency with an adopted sustainable communities  
2 strategy or, if a sustainable strategy is not required for a region by  
3 law, a regional plan that includes policies and programs to reduce  
4 emissions of greenhouse gases.

5 (5) The extent to which a project has supplemental funding  
6 committed to it from other nonstate sources.

7 (6) The extent to which the project will increase transit ridership.

8 (e) Eligible applicants under the program shall be public  
9 agencies, including joint powers agencies, that operate or have  
10 planning responsibility for existing or planned regularly scheduled  
11 intercity or commuter passenger rail service, urban rail transit  
12 service, or bus or ferry transit service.

13 (f) A recipient of moneys under the program may combine  
14 funding from the program with other state funding, including, but  
15 not limited to, the State Transportation Improvement Program, the  
16 Low Carbon Transit Operations Program, the State Air Resources  
17 Board clean vehicle program, and state transportation bond funds.

18 SEC. 3. Section 75222 of the Public Resources Code is  
19 amended to read:

20 75222. (a) Applications for grants under the program shall be  
21 submitted to the Transportation Agency for evaluation in  
22 accordance with procedures and program guidelines approved by  
23 the agency. An eligible applicant may submit an application to the  
24 agency to fund a project over multiple fiscal years. The agency  
25 may make multiyear funding commitments for projects that are  
26 proposed by an eligible applicant to be funded from the program  
27 over a period of more than one fiscal year.

28 (b) The application shall define the project purpose, intended  
29 scope, proposed cost, intended funding sources, and schedule for  
30 project completion.

31 (c) The application shall specify the phases of work for which  
32 an eligible applicant is seeking an allocation of moneys from the  
33 program.

34 (d) The application shall identify the sources and timing of all  
35 moneys required to undertake and complete any phase of a project  
36 for which an eligible applicant is seeking an allocation of moneys  
37 from the program. The application shall also describe intended  
38 sources and timing of funding to complete any subsequent phases  
39 of the project, through construction or procurement.

1 (e) The application shall include information describing the  
2 funding sources and approach to ensuring ongoing operating and  
3 maintenance costs of the project are funded through the useful life  
4 of the project, as applicable.

5 (f) Eligible applicants may submit more than one application  
6 for grants under the program pursuant to this section.

7 (g) An eligible applicant may use a project study report or  
8 equivalent document to demonstrate eligibility of a project for  
9 inclusion in the five-year program of projects pursuant to Section  
10 75224. The project study report or equivalent document shall, at  
11 a minimum, be adequate to define and justify the project scope,  
12 cost, and schedule for the project application.

13 SEC. 4. Section 75223 is added to the Public Resources Code,  
14 to read:

15 75223. (a) The Transportation Agency shall conduct at least  
16 two public workshops on draft program guidelines containing  
17 selection criteria prior to approval and shall post the draft  
18 guidelines on the agency's Internet Web site at least 30 days prior  
19 to the first public workshop. Concurrent with the posting, the  
20 agency shall transmit the draft guidelines to the fiscal committees  
21 and the appropriate policy committees of the Legislature.

22 (b) The Administrative Procedure Act (Chapter 3.5  
23 (commencing with Section 11340) of Part 1 of Division 3 of Title  
24 2 of the Government Code) does not apply to the development and  
25 approval of procedures and program guidelines for the program  
26 pursuant to this section.

27 SEC. 5. Section 75224 is added to the Public Resources Code,  
28 to read:

29 75224. (a) No later than July 1, ~~2016~~, 2018, the Transportation  
30 Agency shall approve a program of projects, which shall cover a  
31 period of five fiscal years, beginning with the ~~2016-17~~ 2018-19  
32 fiscal year.

33 (b) The Transportation Agency shall approve each subsequent  
34 program of projects not later than April 1 of each even-numbered  
35 year, in annual increments. Each subsequent program shall cover  
36 a period of five fiscal years, beginning July 1 of the year of  
37 approval, and shall be a statement of intent by the Transportation  
38 Agency for the allocation and expenditure of moneys during those  
39 five fiscal years.

1 (c) In developing the program of projects, *and consistent with*  
2 *the consideration of all other criteria for individual projects*, the  
3 Transportation Agency shall seek to maximize the total amount  
4 of reductions in emissions of greenhouse gases that would be  
5 achieved under the program.

6 ~~(d) At the request of an eligible applicant, the Transportation~~  
7 ~~Agency, in cooperation with the commission, may enter into and~~  
8 ~~execute a multiyear funding agreement with the applicant for a~~  
9 ~~project to be funded from the program over a period of more than~~  
10 ~~one fiscal year.~~

11 *(d) For a project to be funded from the program over a period*  
12 *of more than one fiscal year, the Transportation Agency, at the*  
13 *request of an eligible applicant and in cooperation with the*  
14 *commission, shall enter into and execute a multiyear funding*  
15 *agreement with the eligible applicant for the project for an amount*  
16 *of program moneys and for a duration determined jointly by the*  
17 *agency and applicant.*

18 SEC. 6. Section 75225 is added to the Public Resources Code,  
19 to read:

20 75225. (a) A lead applicant agency may apply to the  
21 commission for a letter of no prejudice for a project or for any  
22 component of a project included in the ~~five-year~~ program of  
23 projects approved by the Transportation Agency. If approved by  
24 the commission, the letter of no prejudice shall allow the lead  
25 applicant agency to expend its own moneys for the project or any  
26 component of the project and to be eligible for future  
27 reimbursement from moneys available for the program from the  
28 Greenhouse Gas Reduction Fund.

29 (b) The amount expended under subdivision (a) shall be  
30 reimbursed by the state from moneys available for the program  
31 from the Greenhouse Gas Reduction Fund if all of the following  
32 conditions are met:

33 (1) The project or project component for which the letter of no  
34 prejudice was requested has commenced, and the regional or local  
35 expenditures have been incurred.

36 (2) The expenditures made by the lead applicant agency are  
37 eligible for reimbursement in accordance with applicable laws and  
38 procedures. If expenditures made by the lead applicant agency are  
39 determined to be ineligible, the state has no obligation to reimburse  
40 those expenditures.

1 (3) The lead applicant agency complies with all legal  
2 requirements for the project, including the requirements of the  
3 California Environmental Quality Act (Division 13 (commencing  
4 with Section 21000)).

5 (4) There are moneys in the Greenhouse Gas Reduction Fund  
6 designated for the program that are sufficient to make the  
7 reimbursement payment.

8 (c) The lead applicant agency and the commission shall enter  
9 into an agreement governing reimbursement as described in this  
10 section. The timing and final amount of reimbursement is  
11 dependent on the terms of the agreement and the availability of  
12 moneys in the Greenhouse Gas Reduction Fund for the program.

13 (d) The commission, in consultation with intercity, commuter,  
14 urban rail, and other public transit entities, may develop guidelines  
15 to implement this section.